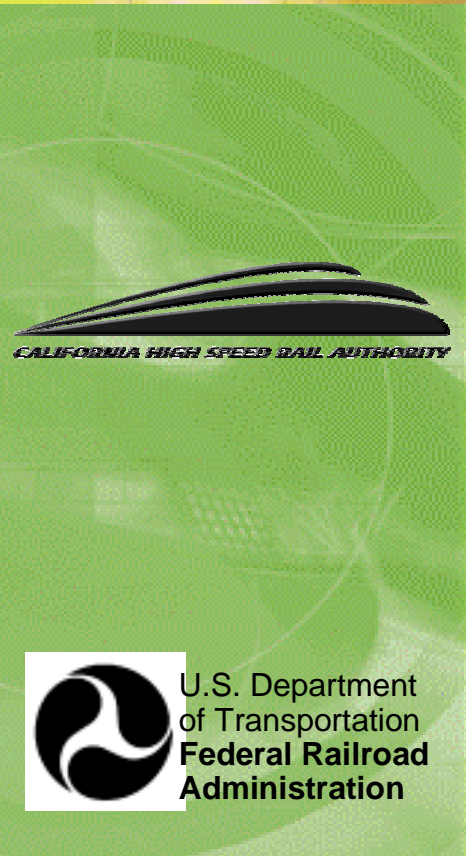




# California High-Speed Train Alignments & Stations Screening Evaluation Summary



## Los Angeles to San Diego via Orange County



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

*Authority Board Meeting – San Jose  
August 1, 2001*

# Regional Map



U.S. Department  
of Transportation  
Federal Railroad  
Administration

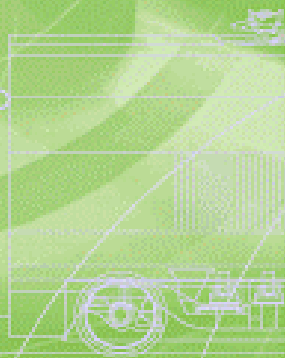
# Opportunities and Challenges



U.S. Department  
of Transportation  
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Administration**



# Technology Choices

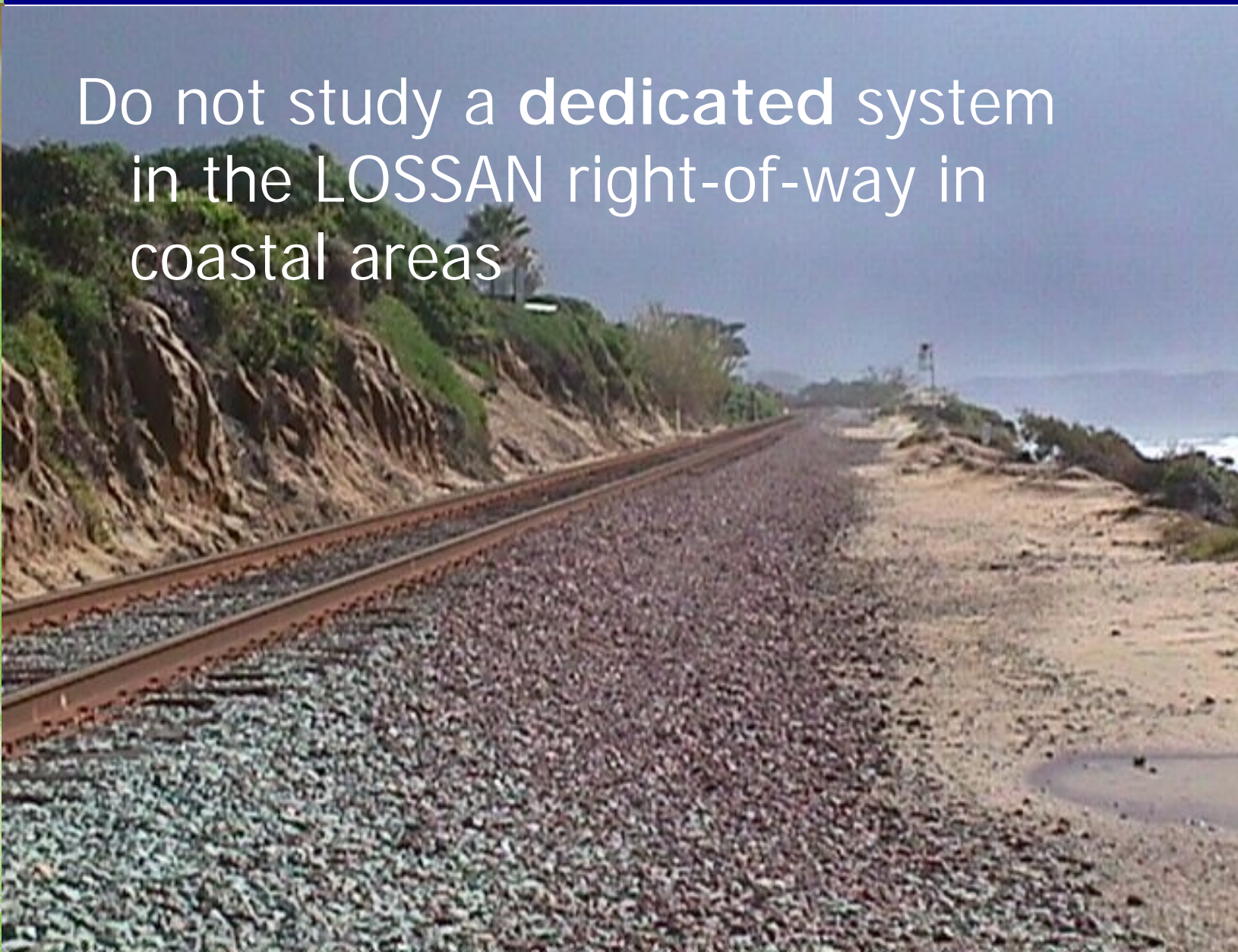




# Previous Authority Decisions



Do not study a **dedicated** system  
in the LOSSAN right-of-way in  
coastal areas



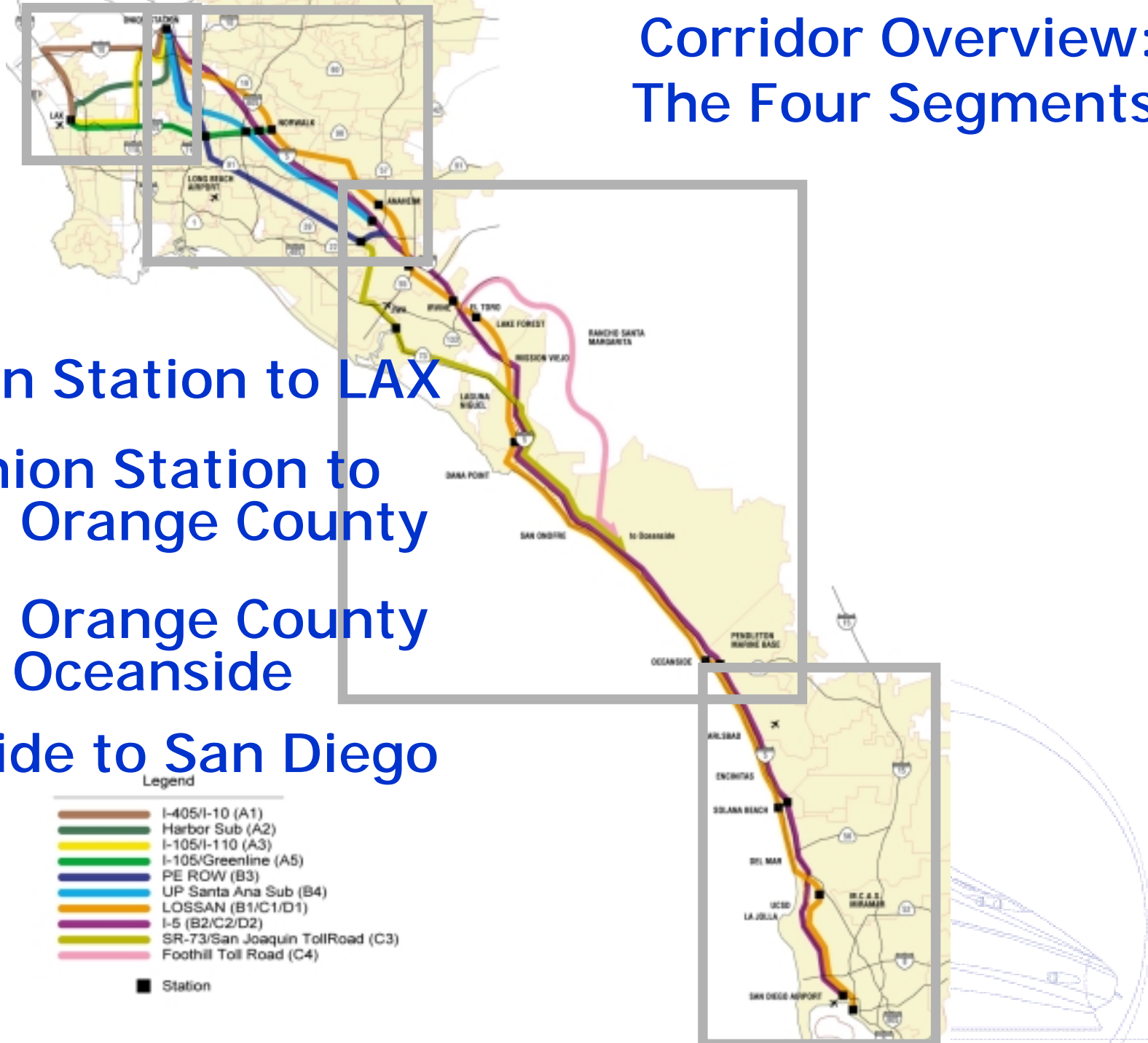
# Corridor Overview: The Four Segments

LA Union Station to LAX

LA Union Station to  
Central Orange County

Central Orange County  
to Oceanside

Oceanside to San Diego



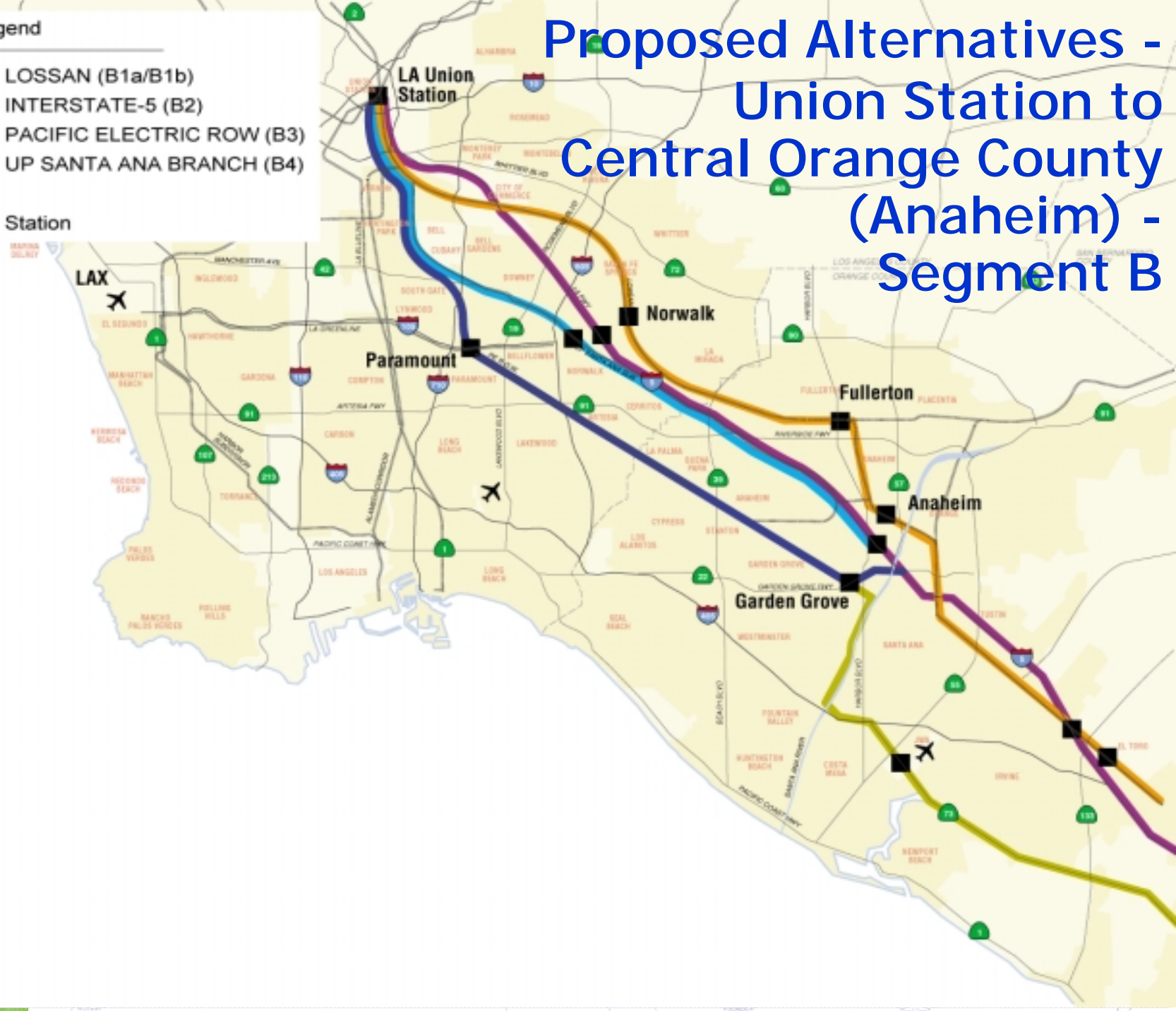


# Proposed Alternatives - Union Station to Central Orange County (Anaheim) - Segment B

## Legend

- LOSSAN (B1a/B1b)
- INTERSTATE-5 (B2)
- PACIFIC ELECTRIC ROW (B3)
- UP SANTA ANA BRANCH (B4)

## Station





Oceanside

Solana Beach

University  
Towne Centre

San Diego

Legend


LOSSAN (D1a/D1b)

I-5 (D2)

Station

Proposed Alternatives -  
Oceanside to  
San Diego -  
Segment D





Q&A

# LOSSAN Shared-Use Improvement Options



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

	A. UPGRADE EXISTING SERVICE FOR HIGHER SPEED	B. UPGRADE TO HIGH-SPEED TRAIN STANDARDS
<b>SPEED</b>	UP TO 125 MPH (200 KM/H) *	125 MPH (200 KM/H) AND ABOVE *
	* Speeds restricted in urban areas.	
<b>TYPES OF TRAFFIC</b>	SHARED-USE: <ul style="list-style-type: none"> <li>• INTERCITY (e.g. AMTRAK)</li> <li>• COASTER &amp; METROLINK COMMUTER RAIL</li> <li>• FREIGHT</li> </ul>	SHARED-USE: <ul style="list-style-type: none"> <li>• INTERCITY HIGH-SPEED TRAINS</li> <li>• INTERCITY (e.g. AMTRAK)</li> <li>• COASTER &amp; METROLINK COMMUTER RAIL</li> <li>• FREIGHT</li> </ul>
<b>TRAVEL FROM SOUTHERN TO NORTHERN CALIFORNIA</b>	DIFFERENT TECHNOLOGY FROM REST OF STATE'S HIGH-SPEED SYSTEM - REQUIRES TRANSFER IN LOS ANGELES OR ORANGE COUNTY	IF CORRIDOR IS ELECTRIFIED, SAME VHS TECHNOLOGY AS REST OF STATE - NO TRANSFER NEEDED
<b>NUMBER OF TRACKS</b>	<ul style="list-style-type: none"> <li>• DOUBLE-TRACKED EVERYWHERE</li> <li>• THREE OR MORE TRACKS, FULLERTON TO LOS ANGELES</li> </ul>	<ul style="list-style-type: none"> <li>• DOUBLE-TRACKED EVERYWHERE</li> <li>• PASSING TRACKS AT KEY LOCATIONS</li> <li>• FOUR OR MORE TRACKS, FULLERTON TO LOS ANGELES</li> <li>• BYPASS TRACKS AT ALL STATIONS</li> </ul>
<b>STATION SPACING</b>	<ul style="list-style-type: none"> <li>• COMMUTER RAIL: 5 TO 7 MILES (8 TO 11 KILOMETERS)</li> <li>• INTERCITY: 10 TO 15 MILES (16 TO 24 KILOMETERS)</li> <li>• HIGH-SPEED TRAIN: 35 TO 40 MILES (56 TO 64 KILOMETERS)</li> </ul>	
<b>VEHICULAR AND PEDESTRIAN GRADE CROSSINGS</b>	<ul style="list-style-type: none"> <li>• GRADE-SEPARATED AT KEY LOCATIONS</li> </ul>	<ul style="list-style-type: none"> <li>• FULLY GRADE SEPARATED</li> </ul>
<b>POWER SOURCE</b>	<ul style="list-style-type: none"> <li>• FOSSIL FUEL</li> </ul>	<ul style="list-style-type: none"> <li>• FOSSIL FUEL (EXISTING TRAINS)</li> <li>• ELECTRICITY OR FOSSIL FUEL (HS TRAINS)</li> </ul>